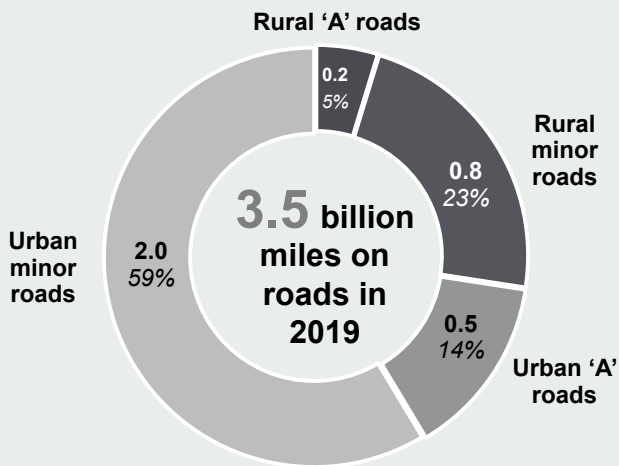


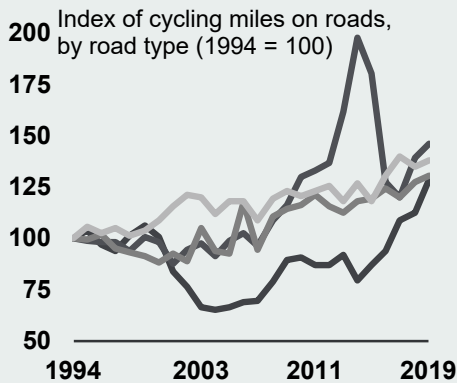
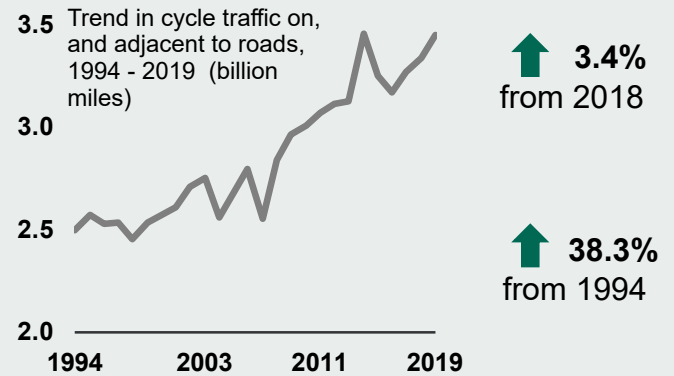


Pedal cycles

Pedal cycles travelled 3.5 billion miles on roads* in 2019, 3.4% further than in the previous year, and over a third more than twenty five years ago.



1% of all traffic on roads



Change in cycling miles travelled on...

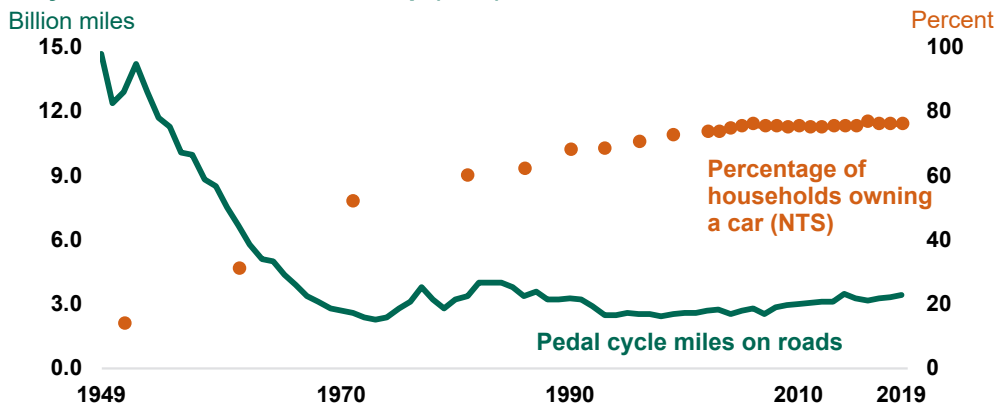
	Rural 'A' roads (RA)	Rural minor roads (RM)	Urban 'A' roads (UA)	Urban minor roads (UM)
From 5 years ago	↑ 61.9%	↓ -26.2%	↑ 10.4%	↑ 8.9%
From 10 years ago	↑ 43.4%	↑ 25.8%	↑ 14.3%	↑ 11.9%

Long-term trends in cycle traffic

Year-to-year changes in cycle traffic can be volatile due to factors such as the weather, so long-term changes are more reliable indicators of underlying trends.

In the last 25 years, cycling mileage on roads has increased by 38.3%. Cycle mileage on roads in 2019 was only around one quarter of the 14.7 billion miles ridden in 1949. Cycle traffic fell most quickly during the 1950s and 1960s, coinciding with a large rise in car ownership.

Pedal cycle traffic and car ownership (NTS) in Great Britain, 1949 - 2019



*Cycling on roads

DfT road traffic statistics report activity of cyclists on public highways, and on cycle paths and footpaths adjacent to them.

Cycle activity elsewhere (for example on canal towpaths, byways or bridleways) is not included in road traffic statistics.

Statistics from the [National Travel Survey](#) (NTS) and [Active Lives Survey](#) also provide information on cycling.

Understanding trends in cycle traffic

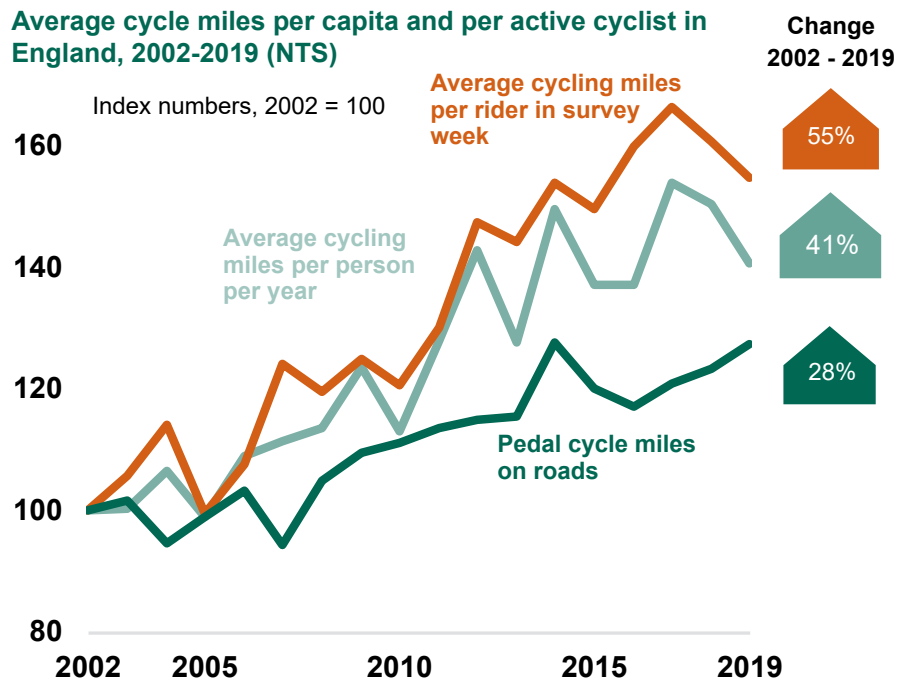
Information on cycling from other sources, such as the National Travel Survey (NTS), provide context for the trends in the estimates of cycle traffic from the road traffic statistics.

Between 2002 and 2019, the latest NTS figures show that average cycle mileage per person per year (including both people who cycle and those who do not) in England rose by 55%, though the trend is somewhat erratic.

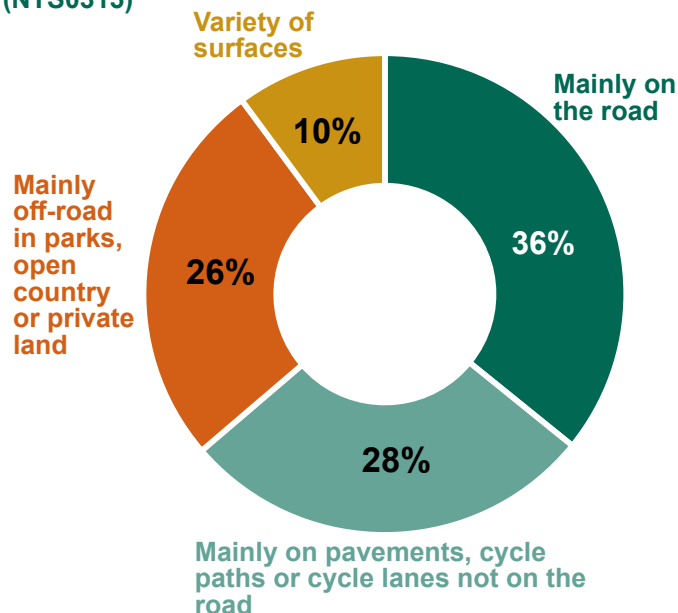
When only considering respondents who cycled at least once during the survey week, the average distance cycled during the week has grown at a similar rate to the whole of England average. This suggests that people who cycle have been cycling further, but that the proportion of the population who cycle has not changed substantially.

Both road traffic estimates and NTS statistics show that cycle traffic has been growing since the 1990s, but the NTS figures suggest higher levels of growth than the road traffic estimates.

Some of this difference could be due to off-road cycling, which is not covered in the traffic statistics data collection. In 2018 (the latest data available), just over one-quarter of NTS respondents reported mainly cycling off-road.



Main cycling location in the last 12 months, England 2018 (NTS0315)



Note on National Travel Survey figures

The number of actively cycling respondents in the National Travel Survey is relatively low, so figures on average cycling miles per capita and per rider are expected to fluctuate from year to year as a result of sampling error.

As such, interpretation should focus on long-term trends rather than year-to-year changes.